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Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA 2000-7645] -6

Developing and Implementing a Long-Term Strategy and Performance Plan for Improving Commercial Motor Vehicle, Operator, and Carrier Safety

ACTION: Please place the following document in the above Docket for comment

DOCUMENT: A Year Later – Progress in Implementing the Recommendations from the 1999 Commercial Motor Vehicle Safety Workshop

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August 2000

Federal Motor Carrier Safety Administration
U.S. Department of Transportation
Washington, D.C. 20590

I. INTRODUCTION

In July-August 1999, the U.S. Department of Transportation conducted a scenario planning workshop in Washington, D.C. The purpose of the workshop was to identify and recommend strategies the Department could adopt to meet the Secretary's long-range goal of reducing fatalities resulting from large truck and bus crashes by 50 percent within 10 years. Each of the meetings involved over 70 representatives of the commercial motor vehicle industry, labor, safety advocacy groups, the U.S. DOT, state, and local governments. A list of workshop participants is provided in Attachment A.

In the initial workshop meeting in July, participants identified future trends and uncertainties within scenarios of high/low economic growth and rapid/slow technology deployment. Next, they created plausible future scenarios for the commercial motor vehicle industry. In August, participants reconvened to develop safety strategies consistent with the four scenarios they had outlined in July. After 2 days of discussion, each scenario group presented their five highest priority recommendations for safety strategies to Secretary Slater.

In this document, a response to each of the priority strategic recommendations is presented. The response summarizes the efforts of the three modal administrations of the Department – Federal Motor Carrier Safety Administration (FMCSA), Federal Highway Administration (FHWA), and the National Highway Traffic Safety Administration (NHTSA)- during the past year. In January of this year, the FMCSA was created as a result of the passage of the Motor Carrier Safety Improvement Act (MCSIA) of 1999. This new agency, formerly the Office of Motor Carrier Safety and, prior to that, the Office of Motor Carriers in the Federal Highway Administration, is now a focal point within the Department for improving truck and bus safety.

These recommendations are under consideration by the agency and its partners in the 2010 strategy and performance planning project currently underway in FMCSA. The purpose of this project is to develop a long-term motor carrier, vehicle, and operator safety strategy, as required in section 104 of the MCSIA, and at the same time address the challenge of meeting the Secretary's goal of "50 by 2010" for fatality reductions in large truck crashes. More information about this planning project is available at the following address, www.fmcsa.dot.gov/sap/stratplan.htm.

II. STATUS OF RECOMMENDATIONS

The four scenario planning groups were as follows:

1. Blue Group: *higher* economic growth and market demand; *faster* technology and logistics deployment.
2. Green Group: *higher* economic growth and market demand; *slower* technology and logistics deployment.
3. Orange Group: *lower* economic growth and market demand; *slower* technology and logistics deployment.
4. Purple Group: *lower* economic growth and market demand; *faster* technology and logistics deployment.

In the same order, the recommendations are presented here (in italics) and the response of the agencies follows immediately afterwards.

1. Blue Group

Strategy 1: Because human error is the primary contributing factor to motor carrier fatalities:

1. DOT should undertake an extensive broad-based media campaign to raise national awareness campaign involving all the stakeholders.
2. DOT should undertake a restructuring of driver licensing requirements for everybody, requiring far more hours behind the wheel, and ensuring that driver education curriculum includes no zone, work zone, aggressive driving, relationship between trucks and cars in school driver education.
3. DOT should establish a pilot program to evaluate the effectiveness of driver re-training.

1. FMCSA is currently developing an outreach campaign called "Safety is Good Business" in collaboration with NHTSA, the Commercial Vehicle Safety Alliance, and other partners. To assess the effectiveness of the existing No-Zone campaign, a national telephone survey was conducted in April to determine the driving public's knowledge of Share the Road issues, the No-Zone campaign, and its highway safety messages.

2. With respect to commercial driver training and licensing (CDL) requirements, FMCSA is undertaking the following actions: 1) providing awareness training to judges, prosecutors, and law enforcement officials under the Commercial Vehicle Safety Partnership program; 2) preparing a report to Congress on improving the CDL knowledge and skills test; and 3) continuing a study of graduated CDL in order to assess the potential benefits of this approach. Section 214 of the MCSIA requires the U.S. DOT to make improvements to the program including new driver

disqualification requirements. The Act also requires the Department to establish a special endorsement for drivers of school buses through a rulemaking that will include a driving skills test in a school bus and address their knowledge of proper safety procedures. FMCSA is preparing rulemakings to develop training standards for entry-level drivers and multiple trailer combination vehicle drivers.

Current activities in NHTSA include improvements in both driver licensing and driver education. The agency strongly encourages states to develop graduated driver licensing (GDL) systems for novice drivers. The systems are a staged process that allow the novice driver to gain experience under safer conditions. Currently, 32 states have some form of a GDL. Evaluations of these systems have found crash reductions for novice drivers of between 5 and 30 percent. NHTSA has a cooperative agreement with the American Association of Motor Vehicle Administrators and is working with other national safety groups to promote GDL systems. In addition, one of the criteria which can be used by the states to obtain 410 Alcohol grants is having a GDL.

NHTSA is also working to improve driver education and training for novice drivers. Through a cooperative agreement with the American Driver and Traffic Safety Education Association, the agency is trying to gain a national consensus on the content, approach, and objectives for a novice driver education program. The content of the program will include an emphasis on a variety of topics such as those identified in last year's workshop. This program will be developed to be a component of a GDL with educational training activities designed for each stage of the GDL.

3. Most driver errors occur not because drivers lack knowledge or driving skills, but because their attention has been temporarily diverted away from the driving task. NHTSA is conducting research to obtain a better understanding of the distraction effects of in-vehicle devices such as communication equipment and computers. Under the Intelligent Vehicle Initiative (IVI) program, NHTSA has developed a driver alertness monitor which will help to prevent crashes resulting from driver drowsiness.

Strategy 2: Because traffic congestion is an increasing challenge in all the scenarios while the infrastructure will not significantly change in the time frame available, U.S. and the State DOT agencies should encourage the development and implementation of new technologies to improve management of traffic flow; to enhance driver capabilities; and to deploy advanced enforcement tools.

1. The Intelligent Transportation System (ITS) program is providing the architecture, technical assistance and incentive funding for states and cities to deploy advanced technologies for traffic management and improve travel flow. Under the ITS program, research and testing of on-board technologies is being funded for technologies such as obstacle detection, lane tracking, and collision avoidance to improve driver capabilities.

FMCSA, FHWA, state agencies, and the motor carrier industry are developing an information system architecture, called CVISN, that will enable the electronic transfer of safety performance data among Federal and State enforcement agencies including personnel conducting roadside inspections. CVISN is currently being pilot tested in 10 states; 20 additional States are developing system designs for deployment of the system. The goal is to deploy at level 1 in a majority of the states by October 2003.

To enhance driver capabilities, specifications for performance-based brake testing technologies are under development. (Please see additional comments on page 12, under Purple Group, Strategy 1).

To improve enforcement, FMCSA is currently testing a mobile brake screening device that will enable safety inspectors to screen commercial vehicles for faulty brakes at main-line speeds in the inspection process.

Strategy 3: Because every scenario provides incentives for abuse of the current, outdated hours-of-service rules, DOT should lead a concerted effort with its stakeholders that will result in new hours-of-service rules taking into account circadian rhythms, quality sleep, compensation for all time worked, and that clearly account for time spent waiting, loading and unloading and require trucks to have on-board computers for enforcement of the new rules instead of logbooks.

A Notice of Proposed Rulemaking (NPRM) for the hours-of-service rule was published as 65 FR25540 on May 2, 2000. Secretary Slater has stated that DOT would like to complete this rulemaking by the end of this year. Among other things the rulemaking addresses issues with circadian rhythms and proposes the use of on-board recorders for certain segments of the industry. Since May, FMCSA has held 8 public hearings around the nation on the NPRM. Comments can be sent to the Docket Clerk, U.S. DOT Dockets, Docket FMCSA-97-2350, Rm. PL-410, 400 7th St. SW, Washington DC 20590. The comment period extends through October 30, 2000.

Strategy 4: Because enforcement is an essential deterrent for safety violations, DOT needs to make a commitment for a ten year funding effort to establish a specialized enforcement unit in each state that can use innovative enforcement techniques to target high-risk areas.

Funding is authorized for the motor carrier safety program through fiscal year 2003. Under the MCSIA, an additional $140 million in funding was provided for the Motor Carrier Safety Assistance Program (MCSAP) program for the years 2001-2003. FMCSA and the Department will seek to continue funding for this program in future authorizations beyond 2003. The final MCSAP rule, which was issued in March 2000, implements a performance-based commercial vehicle program and provides incentive funding based on States' progress in reducing fatalities

and accidents involving commercial motor vehicles. States are being encouraged to adopt methods that suit their unique circumstances including traffic enforcement at high-risk locations.

Strategy 5: Because accident rates are superior on the nation's highest quality roads (interstates), efforts should be made to encourage the maximum feasible volume on the nation's transportation system. DOT should add capacity to the overall highway system; upgrade major freight corridors (East-West/North/South), and use those routes productively, incorporating recent ITS technologies to further enhance safety.

Efforts are underway by the U.S. DOT to incorporate ITS technologies to further enhance safety and encourage use as existing roadways are improved and as new roadways are built. Key to these efforts is the establishment of an ITS National Architecture which defines the information flows and interfaces that permit operational and planning data to be shared electronically among diverse organizations on a real-time basis. Equally important as the national architecture are standards and planning tools. Over 80 standards are in the process of being finalized, with 50 expected to be approved for publication by the end of calendar year 2000. Planning tools are also being developed to help the Metropolitan Planning Organizations (MPO), State DOT and other investors plan the inclusion of ITS technology components in new and improved roadways. One of these tools is the ITS Deployment Analysis System (IDAS). The new IDAS can provide information on the costs and benefits for adding an ITS system to an existing highway or a planned project.

The introduction of the ITS National Architecture, standards, and planning tools has resulted in deployment of systems throughout the country that will help motorists use the travel routes more productively. One of the keys to the productive use of transportation systems is the Transportation Operations Center (TOC). Many of the largest 75 metropolitan areas in the country are working on the deployment of a TOC, the hub or nerve center of a transportation management system. It is where the information about the transportation system, such as the freeway system, traffic signal system or transit vehicle network is collected and processed, and mixed with other operational and control data to produce information. Agencies working closely together in a TOC typically produce a more consistent, unified response to a situation, thereby increasing the overall effectiveness of the transportation resources.

Regarding the further enhancement of safety related to ITS, the application of detector technologies are being tested and may serve a variety of purposes, among them incident detection. Several numerical methods have been developed that use vehicle detection to identify potential incident locations. By quickly identifying where incidents are located, the response can be deployed more quickly to clear the scene and diminish the potential for secondary accidents upstream of the main incident location. Currently, there is no fully automatic process for detecting incidents; but a TOC will now get an indication of an incident using these technologies.

Many new types of detection are being tried. Cell phone call location is promising, but has not yet been widely proved or accepted. The use of toll tags and readers also provides an indirect means of detection. There are a number of video techniques being tested. Inductive loops are still the primary source of automated information, but rapid changes in technology may turn up more effective detection methods.

More recently, detector technologies are being applied to smart work zone locations. Smart work zones can be established in rural as well as metropolitan areas to aid in maintaining safe transportation operations through roadways being reconstructed or rehabilitated. Since work zones themselves are prone to more incidents, the application of detector technologies will have a positive effect on crash reduction. The smart work zone is a functionality that is being developed for a maintenance and construction operations user service that may be included in the National ITS Architecture.

The safe and efficient resolution of traffic incidents is dependent not only on institutional cooperation among incident responders on scene, but also on the sharing of electronic data about incident location, status, resources deployed and response plans in effect. This coordinated information can be passed by means of radio and cell phone among agencies, and within an agency between its dispatching and field operations. Automated sharing of electronic data among agencies not only makes the transfer of the data more swift and sure, but also helps an agency better coordinate its response with others and keep pace with the continually changing status of on-scene and off-scene factors which affect the incident response and clearance. The goal of the ITS public safety program is to enable this inter-agency sharing of electronic data.

2. Green Group

Strategy 1: Congress should pass a law to preempt all non-compatible State safety CMV regulations to achieve a uniform set of national safety regulations making CMV safety a national safety issue.

Section 31141 of Title 49 enacted in the Motor Carrier Safety Act of 1984 addresses non-compatible safety requirements. It mandates that a State may not enforce a state law or regulation on commercial motor vehicle safety if it is: less stringent than a Federal requirement; or more stringent if there is no safety benefit, incompatible with a federal requirement, or enforcement of the state law would cause an undue burden on interstate commerce. In addition, the MCSAP imposes a requirement on participating jurisdictions that they must adopt compatible regulations and standards.

Strategy 2: State driver licensing agencies should develop stringent training criteria designed to make passenger vehicle drivers aware of the peculiarities and unique problems commercial

motor vehicles drivers face when interacting with them in highway travel to reduce crashes and incidents between the two in highway transit.

FMCSA is continuing the No-Zone campaign to reach passenger car drivers who share the road with large trucks and motor coaches. Through this effort, FMCSA is encouraging state agencies to adopt a Share the Road component in passenger vehicle driving manuals and driver education courses.

Strategy 3: State offices of motor carrier safety work in conjunction with local law enforcement to conduct surprise roadside inspections to check safety maintenance of tractors and trailers, hours of service, and other items.

Through the MCSAP, FMCSA does work with some local jurisdictions. Several MCSAP agencies have local government sub-grantees. These local jurisdictions must meet the same standards for roadside inspection and crash data reporting imposed on the State. The agency has been working with the Commercial Vehicle Safety Alliance to persuade local governments to participate in motor carrier safety programs, while ensuring that standards for data quality and reporting are met.

FMCSA arranges and participates in national strike force activities that conduct surprise enforcement actions during the year. In FY 2000, the FMCSA and States participated in cargo tank strike forces that examined hazardous material shippers and carriers both at the roadside and place of business.

Strategy 4: OMC/NHTSA should collaborate on a model training program, deliverable by state and local law enforcement academies to expand local law enforcement training and facilitate more involvement by local police in the stopping/citing commercial vehicle operators committing hazardous moving violations.

A number of years ago, the NHTSA and the FHWA Office of Motor Carriers (OMC), now FMCSA, partnered on commercial enforcement projects. NHTSA developed and pilot tested a law enforcement training program designed to expand routine traffic enforcement to include commercial vehicles as well as passenger vehicles. This partnership was cooperatively conducted until the mid-90's when the OMC took over this effort. Currently, NHTSA is working with FMCSA to update the booklets and video used in the project. A draft update of these materials is complete and the final materials will be available for distribution in November of this year.

Strategy 5: Industry and government should set high standards to improve training to promote professionalism among commercial vehicle drivers in support of the safety goal.

To improve the professionalism among drivers, FMCSA is developing driver training standards for entry-level commercial vehicle drivers and multiple trailer combination vehicle (MTCV) drivers. A notice of proposed rulemaking outlining these standards will be completed this year. In addition, FMCSA is working with Carnegie-Mellon Driver Training Safety Institute to implement a driver training facility under a TEA-21 grant.

3. Orange Group

Strategy 1: The government should collect more expanded, comprehensive and detailed data from carriers and law enforcement in order to better determine the root causes of crashes. Government and industry should have electronic monitoring, tracking, and recording of information (black box) in order to improve accuracy of data, crash investigation data, safety records, and route management.

FMCSA and NHTSA have an interagency agreement to conduct a large truck crash causation study within the framework of the NHTSA National Automotive Sampling System. This effort will collect detailed crash data on a sample of serious large truck crashes and build a crash causation data base. The crash causation study is required under Section 224 of the MCSIA. Data collection methods and forms are now in development and crash data investigations began in 4 pilot sites in June 2000. The four pilot programs are: Philadelphia, Pennsylvania; Charles and Prince Georges Counties, Maryland; Chicago, Illinois; and Yuma and La Paz Counties, Arizona.

In addition, FMCSA, NHTSA, and several state safety organizations have developed a standard set of data elements, called the Model Minimum Uniform Crash Criteria, that should be included on police crash reports to enhance the crash data. Adoption of these elements is voluntary.

FMCSA is working with NHTSA, truck manufacturers and others to identify data and other potential requirements for event data recorders on trucks, motor coaches, and truck/trailer combinations.

Strategy 2: State driver licensing agencies should develop stringent training criteria designed to make passenger vehicle drivers aware of the peculiarities and unique problems commercial motor vehicles drivers face when interacting with them in highway travel to reduce crashes and incidents between the two in highway transit.

FMCSA is continuing the No-Zone campaign to reach passenger car drivers who share the road with large trucks and motor coaches. Through this effort, FMCSA is encouraging state agencies to adopt a Share the Road component in passenger vehicle driving manuals and driver education courses.

Strategy 3: Government should promote and enforce the use of seat belts, and DOT should reinvigorate its anti-drunk/drug driving efforts for all drivers.

In December 1999, the U.S. DOT released a new impaired driving prevention campaign entitled *You Drink and Drive. You Lose.* in an effort to educate the public about the dangers of impaired driving by alcohol or drugs. The Department partnered with the law enforcement community to increase enforcement of impaired driving from coast-to-coast during two highly publicized times–July 4th holiday and the month of December. This campaign and the accompanying enforcement mobilization efforts apply to all drivers (i.e., trucks and passenger vehicles) and will continue through 2005.

NHTSA has had a national occupant protection program for many years. The program promotes aggressive enforcement of occupant protection laws combined with a strong public information and education campaign. The current campaign is *Buckle Up America*. The *Buckle Up America* effort is likely the most extensive program ever undertaken by NHTSA. Not only are there a tremendous amount of materials and resources, the program includes partnerships with a large number of organizations and groups from the public and private sector. In fact, large commercial trucking firms are part of the *Buckle Up America* outreach program. Unlike passenger vehicle operators who are expected to comply with 49 different state laws, commercial vehicle operators must only comply with one national seat belt law under Federal Motor Carrier Safety Administration Regulations (§392.16 Use of Seat Belts). *Buckle Up America* materials can be used to target the commercial vehicle operator. Commercial seat belt enforcement is primarily conducted by officers enforcing commercial vehicle regulations. However, the updated booklets and videos discussed in Strategy 4 will encourage seat belt enforcement by all law enforcement officers.

Strategy 4: The Federal Government and industry should reduce speeding and aggressive driving behavior by enforcing existing laws, implementing and enforcing stronger laws, and providing programs which would include incentives to achieve the goal of reducing Commercial Motor Vehicle-related fatalities.

Under the MCSIA, an additional $140 million is authorized for MCSAP for 2001-2003. States use this funding to improve motor carrier safety including traffic enforcement initiatives. In addition, MCSAP grant funds are being used to design mobile speed enforcement equipment for use with commercial motor vehicle inspection programs. Under another provision of the MCSIA of 1999, States will be required to include on the CDL record any conviction for traffic violations that occurred while operating a private automobile.

NHTSA and FHWA are planning a 5-year demonstration project to cooperatively assist communities in conducting traffic engineering studies of their major roadways to help in setting realistic speed limits to support vigorous enforcement of these limits, and to conduct a thorough

evaluation of the impact of these programs on speed limit compliance, on crashes and injuries, on traffic congestion, and on total throughput.

The DOT has two teams active on these topics. The aggressive driving inter-modal team includes NHTSA, FRA, FHWA and FMCSA personnel. The speed inter-modal team includes NHTSA, FHWA and FMCSA personnel. Both teams have developed DOT work plans and generated comprehensive and coordinated activities on the topics. FMCSA has some authority over use of MCSAP funds, and enforcement of regulations and laws involving commercial vehicles. NHTSA has no authority to mandate specific enforcement of speed and aggressive driving violations. However, NHTSA aggressively and continually encourages enforcement of all traffic laws, and works with agencies and law enforcement organizations to increase traffic enforcement.

Strategy 5: Government should provide subsidies (such as tax incentives) for the use of available technologies which will reduce crash rates. In addition, associated industries (such as the insurance industry) should create incentives for safe behavior by all drivers (public and private) to increase safety on the roads.

This proposal will be carefully considered. Tax incentives for safety equipment will require changes to the U.S. Tax Code.

4. Purple Group

Strategy 1: Technology development and deployment:

> *1. NHTSA should establish an international enhanced heavy vehicle safety program to encourage new truck technologies that include compatibility with passenger vehicles, truck driver protection, visibility, and controllability and driver/vehicle performance.*
> *2. DOT and industry should field test new technologies to find out what works and stimulate deployment of successes.*
> *3. DOT and industry should develop real-time performance monitoring to know the condition of every truck and eliminate weigh and inspection stations.*

1. Under the Intelligent Vehicle Initiative, NHTSA and FMCSA are conducting research to develop vehicles that provide better collision avoidance performance, and technologies that will provide drivers with crash avoidance warnings. Work is underway on improved heavy vehicle braking performance, heavy truck stability and rollover prevention, forward collision warning, run-off-road warnings, lane change/merge crash prevention, intersection collision warning, and hazard location technologies. This work is being done both under the Passenger Car and Commercial Vehicle Platforms, but most of the technologies are applicable to any vehicles. Also, the application of collision avoidance technologies to passenger cars will help the commercial

vehicle crash picture, because most collisions involving heavy trucks are caused by passenger vehicles.

2. FMCSA and its partners are conducting real-world operational tests over the next 2 years of three new in-cab technologies as part of the DOT Intelligent Vehicle Initiative:
- a device that provides rollover threshold warnings and control to commercial vehicle drivers;
- a hazard warning system for commercial vehicle drivers; and
- a lane tracking and collision warning system and test of advanced braking systems.

In addition, FMCSA continues to use the ITS/CVO Technology Truck to inform the safety community about new safety enhancement technologies that are currently available.

3. FMCSA, FHWA, State agencies, and the motor carrier industry are developing an information system architecture, called CVISN, that will enable the electronic transfer of safety performance data among Federal and State enforcement agencies including personnel conducting roadside inspections. CVISN is currently being pilot tested in 10 states and will be deployed at level 1 in a majority of the states by October 2003. Level 1 capabilities include safety information exchange, interstate credential administration, and roadside electronic screening. FMCSA is currently testing a mobile brake screening device that will enable inspectors to screen commercial vehicles for faulty brakes at main line speeds in the inspection process. In addition, carriers and vendors have developed real time monitoring systems for vehicle systems, driver performance, cargo condition, and weight for fleet management purposes.

Strategy 2: Improved enforcement: hours of service; vehicle inspection; commercial vans. FMCSA has increased enforcement of high-risk motor carriers and has doubled the number of compliance reviews of motor carriers over the past year. Penalties for safety violations have been increased. FMCSA has also provided guidance to field offices to limit negotiated settlements of fines for violations and clarified its policies for repeat violators and completion of enforcement cases. A national safety management program, called PRISM, is being implemented to tie state commercial vehicle registration systems to the safety fitness of motor carriers in order to more easily identify high-risk carriers and potentially remove them from operation on the road. Currently, 13 states are participating in the program. Under the MCSIA, more MCSAP funding is available beginning in FY 2001 to increase vehicle and driver inspections. To improve vehicle inspections, FMCSA is making information on carrier safety performance available to Federal and State enforcement officials at the roadside through its safety and fitness electronic records (SAFER) system. Inspectors with lap-top computers can now obtain near real-time reports of roadside inspection results. With respect to commercial vans, FMCSA is preparing a rulemaking on requirements for small passenger carrying vehicles, and also must prepare a rulemaking to address camionetas as required under the MCSIA.

Strategy 3: Improve data gathering capabilities.

1. Federal and state governments should require CDL licenses with all federal regulations for all operators transporting passengers in order to achieve a closer system of monitoring.
2. Central federal database of CDL and driving records.

1. The CDL requirements are already imposed on passenger operations that carry 16 or more passengers including the driver. Congress considered imposing CDL requirements on carriers that carry 8 or more passengers for compensation during the development of TEA-21. The Act requires the Department to prepare a rulemaking to impose many of the other safety regulations on small passenger operations, but it did not impose the CDL requirements on this group of carriers.

2. Under the MCSIA of 1999, major improvements are required to the CDL program including additional disqualification requirements. Many of the CDL improvements are expected to be included as rulemaking changes this calendar year. The current system, CDLIS, contains a centralized core of basic driver identification information which is linked by a pointer system to individual driver records maintained at the State level.

Strategy 4: There are too many drivers on the highways who are untrained or inadequately trained. This contributes to the potential for increased crashes. DOT, states and industry should work together to establish minimum training for new and existing drivers. This training would include basic knowledge such as rules and regulations, safe operation of the vehicle, equipment maintenance, and proper reporting of crashes.

The MCSIA requires many changes to the CDL program. Some of the changes will be the subject of rulemaking this calendar year. In addition, the FMCSA is considering a learner's permit for commercial drivers and is examining the feasibility of a graduated license and is developing rulemaking to establish training requirements for entry-level drivers.

Regarding passenger vehicle drivers, please see the discussion of driver licensing and education activities on page 4 (under Blue Group, Strategy 1).

Strategy 5: Tax Incentives

1. Congress should repeal the excise tax on heavy vehicle safety equipment in order to facilitate their purchase.
2. Federal and state legislatures should provide incentives in order to achieve accelerated deployment of safety technologies for heavy vehicles.
3. A driver must also prove competency in a lower level prior to progressing to the next level

4. Federal and state governments should set tougher guidelines for entrance into the industry.

1. FHWA has been working on the excise tax issue on heavy vehicle safety equipment with FMCSA. There are complex policy issues to be addressed, and changes to the U.S. Tax Code that would be required. The FHWA is generally supportive of incentives that will promote the use of safety equipment and is interested in assisting the FMCSA and other involved agencies in finding the appropriate answer to reducing or eliminating tax incentives.

2. Tax incentives for safety equipment will be carefully considered. Incentives would require changes to the U.S. Tax Code.

3. FMCSA is currently considering the use of a CDL learner's permit and the feasibility of a graduated license. The graduated license feasibility study is currently in the survey stage.

4. The MCSIA requires FMCSA to establish safety procedures for new entrants. The agency will be developing minimum requirements for new entrants to ensure that they are knowledgeable about the safety regulations and developing procedures for safety reviews of new entrants within 18 months after they begin operations.

III. SUMMARY

This paper provides a summary response to the priority recommendations that were presented to Secretary Slater at the close of the commercial vehicle safety workshop last summer. In almost every case, some action was taken during the past year to address each of these recommendations. The most significant change in the Department since the workshop was the passage of the Motor Carrier Safety Improvement Act of 1999 and the creation of FMCSA. Many of the priority recommendations presented at the workshop were addressed by the authorizing legislation that created the new agency. For most of these recommendations, the agency is now the focal point in the Department for the development and implementation of a strategy that addresses commercial motor carrier, vehicle, and operator safety. As noted here, FHWA and NHTSA still retain the principal authority and responsibility in the Department for some aspects of truck and bus safety.

FMCSA submitted its first progress report to Congress in July. The agency is currently developing a long-term strategy, as required in Section 104 of the MCSIA legislation, that will address the goals specifically stated in the legislation and the goal established by Secretary Slater to reduce large truck-related fatalities 50 percent in ten years. The discussion here points to the need for close coordination and review of inter-modal efforts within the Department between FMCSA, FHWA, and NHTSA. The current planning process involves staff in the three agencies working together to develop a coordinated strategy that will achieve these goals. In addition to the priority recommendations, there were other recommended strategies and actions suggested by workshop participants. The recommendations that were not specifically addressed in this paper are being considered in the planning effort. More information about the 2010 strategy and performance planning project is available at www.fmcsa.dot.gov/sap/stratplan.htm. A discussion site and public docket are being established to receive input and comments from interested clients, stakeholders, and the general public. It is anticipated that a more detailed long-term strategy and performance plan will be available in the fall of this year.

ATTACHMENT A. LIST OF WORKSHOP PARTICIPANTS

BLUE GROUP (JULY)

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Golas, Gary	U.S. DOT/FHWA
Joyce, Bill	NY Motor Truck Association
Liberatore, Larry	Parents Against Tired Truckers
Littler, Norm	United Motorcoach Association
Manfredi, Richard	Manfredi Motor Transit Company
Mennen, Stephanie	Advocates for Highway and Auto Safety
Nelson, Richard	International Brotherhood of Teamsters
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Sargent, Dave	U.S. DOT/RSPA
Soodoo, George	U.S. DOT/NHTSA
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Miller, Robert	U.S. DOT/FHWA
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Schultz, James	CSX Transportation
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ORANGE GROUP (JULY)

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Gelston, William	U.S. DOT/FRA
Kempf, Rich	Navistar International Corporation
Keppler, Stephen	Intelligent Transportation Society of America
Lantz, Brenda	North Dakota State University
Luhn, Kathy	National Industrial Transportation League
Madar, Scott	International Brotherhood of Teamsters
Magladry, Bruce	National Transportation Safety Board
McNichols, Dennis	Independent Truckers and Drivers Association
McQuaid, John	National Private Truck Council
Montgomery, Randy	U.S. DOT/FAA
Ochs, Frank	U.S. DOT/IG
Quinlan, Kevin	National Transportation Safety Board
Sucha, David	Michigan DOT
Young, Phyllis	U.S. DOT/FHWA

ORANGE GROUP (AUGUST)

Billings, Del	U.S. DOT/RSPA
Biter, Richard	U.S. DOT/OST
Brown, Rebecca (Beckie)	Highway Safety Consultant
Bryant, Susan	Texas DOT
Camara, Susan	Roadway Express, Inc.
Garrott, Riley	U.S. DOT/NHTSA
Gelston, William	U.S. DOT/FRA
Kempf, Rich	Navistar International Corporation
Keppler, Stephen	Intelligent Transportation Society of America
Madar, Scott	International Brotherhood of Teamsters
McNichols, Dennis	Independent Truckers and Drivers Association
Montgomery, Randy	U.S. DOT/FAA

Ochs, Frank	U.S. DOT/IG
Soodoo, George	U.S. DOT/NHTSA
Sucha, David	Michigan DOT
Taylor, John	Greyhound Lines, Inc.
Thompson, R. Douglas	West Virginia Division of Motor Vehicles
Young, Phyllis	U.S. DOT/FHWA

PURPLE GROUP (JULY)

Bloch, Byron	Consultant
Clarke, Robert	U.S. DOT/OST
Gee, Cathie	U.S. DOT/FRA
Gouse, Bill	Freightliner Corporation
Guariento, Alex	Greyhound Lines, Inc.
Lawson, Major Butch	Tennessee Department of Safety
Leasure, Bill	Truck Manufacturers Association
McCombs, Mike	Great West Casualty Company
McGuire, Thomas	Metropolitan D.C. Police Department
Nance, Jim	American Association of Motor Vehicle Administrators
Sherman, Tom	U.S. DOT/USCG
Taylor, John	Greyhound Lines, Inc
Tierney, Jennifer Mooney	Citizens for Reliable and Safe Highways
Toohey, Michael	Ashland, Inc.
Woods, Teryl	Frito-Lay, Inc.

PURPLE GROUP (AUGUST)

Bloch, Byron	Consultant
Deiser, Richard	United Transportation Union
Gee, Cathie	U.S. DOT/FRA
Gemma, Tony	Roadway Express
Gouse, Bill	Freightliner Corporation
Guariento, Alex	Greyhound Lines, Inc.
Hilton, Cynthia	Association of Waste Hazardous Materials Transporters
Leasure, Bill	Truck Manufacturers Association
McCombs, Mike	Great West Casualty Company
Moore, Joel	Tennessee Department of Safety
Perrin, Duane	U.S. DOT/NHTSA
Pile, Elizabeth	AFL-CIO
Reilly, Matt	American Short Line Railroad Association

Sonefeld, Otto	AASHTO
Tierney, Jennifer Mooney	Citizens for Reliable and Safe Highways

OTHER WORKSHOP PARTICIPANTS

Izner, Daphne	Parents Against Tired Truckers
Jones, Leroy	Brotherhood of Locomotive Engineers
Luhn, Kathy	National Industrial Transportation League
Susser, Peter	Driver Employer Council
Wassmer, Victoria	OMB
York, Jim	National Private Truck Council